

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROJECT BUSINESS MATTERS
Extension Request – Project Allocation
Action Item

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CTC Meeting: May 2-3, 2001

Agenda Item: 2.8a.(3)

Original Signed by

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May 1, 2001

WAIVER REQUEST – CTC RESOLUTION G-00-20

CTC STIP GUIDELINES

SECTION 65 – TIMELY USE OF FUNDS

LOCAL STREETS AND ROADS PROJECTS

WAIVER-01-19

ISSUE

Resolution G-00-20, *STIP Guidelines*, adopted by the California Transportation Commission (Commission) on July 19, 2000, stipulates that funds programmed for all components of local grant projects are available for allocation only until the end of the fiscal year identified in the State Transportation Improvement Program (STIP).

The Commission has programmed \$21,137,000 in FY 2000-2001 for the 16 projects on the attached list. To date, the implementing agencies have been unable to allocate the funds. The attachment shows the details of each project and the delays that have resulted in the extension requests. The project sponsors request extensions. The planning agencies concur.

RECOMMENDATION

The Department of Transportation's recommendations are shown on the attachment.

Attachment

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(3) – Local Streets and Roads Projects
Program Year 2000/2001

Project #	Applicant County	Extension Amount By Component (\$ in thousands) E&P PS&E R/W CON TOTAL	Number of Months Requested Extended Deadline CT Recommendation
Reason for Project Delay:			
1	County of Del Norte Del Norte PPNO: 1018P Reconstruction of Elk Valley Road	\$0 \$591 \$0 \$0 \$591	6 12/31/2001 Support – meets CTC Guidelines
<p>The E&P component was allocated on August 30, 2000. Since the project was not in the FSTIP at that time, federal authorization was not given. By the time the project was programmed in the FSTIP new standards were implemented for Disadvantaged Business Enterprises (DBE) programs. There was delay by the federal government in establishing guidelines and program methodologies were difficult to create. Obtaining Caltrans approval of the program was also a lengthy process. However, without such approval, no federal funding is available. Caltrans approved Del Norte County's program in January 2001. The time for public input expired March 8, 2001, at which time the program had to be presented to the County Board of Supervisors and again to Caltrans in its final format. Federal authorization was given for the E&P component only on April 03, 2001. The County could not start E&P work until then. The implementation of new guidelines and the difficulty in achieving an acceptable program could not have been foreseen at the time this project was proposed. There will not be adequate time to prepare the environmental work prior to the deadline for requesting the PS&E Authorization with the existing time line.</p>			
2	Tehema County Tehema PPNO: 2032 Flores Avenue Access	\$0 \$93 \$37 \$0 \$130	20 2/28/2003 Support – meets CTC Guidelines 6 months for PS&E – 12-31-01 20 months for R/W – 2-28-03
<p>Environmental Delay. As the environmental process continues, two additional alternatives have developed. Generation of these alternatives means additional biological and archaeological studies are required in order to evaluate them. The studies require consultation with the U.S. Fish and Wildlife Service (USFWS) regarding sensitive, threatened, or endangered species. Field observations and consultation for branchiopods (vernal pool fairy shrimp) with the USFWS has created the necessity to adjust the project's timeline. FHWA and Caltrans have required the consideration of a new connection to I-5 interrupting the environmental process as more studies and a new Environmental Study Limit map would need to be created if this becomes a viable alternative. As the County considers which alternative is the most environmentally and cost effective project, the PS&E and R/W cannot be allocated. At this point, the PS&E stage is expected to begin in September 2001; however, the federal component for R/W cannot take place until a NEPA document is approved.</p>			
3	Tehema County Tehema PPNO: 2148 Bowman Road @ S.F. Cottonwood Creek Bridge	\$0 \$43 \$0 \$0 \$43	20 2/28/2003 Support – meets CTC Guidelines
<p>Environmental Delay. This HBRR project involves the replacement of a bridge on a stream that has recently been designated red-legged frog habitat by the USFWS. This designation came after the project was originally programmed. Consultation with the USFWS is required under Section 7. Currently there is no mechanism in place for the FHWA to consult in a streamlined fashion for this newly designated species. Additionally, the National Marines Fisheries Service require consultation for anadromous fish (chinook salmon, steelhead). The County is financing the CEQA PA&ED portion of this project and has been exploring processes to assess the environmental aspects and mitigation for this newly listed species. Requesting the allocation of PS&E requires CEQA clearance. The recent listing of the red-legged frog in addition to threatened anadromous fish have delayed this project. The environmental document may elevate from categorical Exclusion to an Environmental Assessment. If the environmental process develops into an EA as the appropriate document, the project could be delayed another year. The County is requesting a 20-month extension expecting the need for an elevated NEPA document required for approval.</p>			

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	PPNO Project Description	E&P PS&E R/W CON TOTAL	Extended Deadline CT Recommendation
	Reason for Project Delay:		
4	Tehema County Tehema	\$0 \$77	12
	PPNO: 2149	\$0	6/30/2002
	Replace Rawson Road @ Red Bank Creek Bridge	\$77	Support – meets CTC Guidelines
	November 29, 2000, this historic bridge (built in 1898) collapsed from a car accident. With the historic structure no longer being an issue, other alternatives required consideration. The alternatives required the engineers to formulate additional alignments that were considerably different than what had been planned to date. This has expanded the environmental study limits and delayed the project. The construction contract is still planned to take place in the current programmed construction period of 2002/2003.		
5	Trinity County Trinity	\$0 \$391	19
	PPNOL 2140	\$33	1/30/2003
	Reconstruction of rural major collector between Hayfork and Hyampom	\$0 \$424	Support – meets CTC Guidelines
	Environmental delay. Hyampom Road goes through Shasta-Trinity National Forest, and additional right of way will be needed from the USFS. After the RFP was issued, discussions with the National Forest revealed that the forest is within the Northwest Forest Plan, and extensive biological field studies would be required in the fall and spring for certain fungi, lichens, mollusks, and plants (other than state and federally listed species). Survey protocols require that surveys be performed at certain times of the year under specific weather conditions. This was not foreseen in the PSR. Only one of the consultants on the RFP list was recognized by the USFS as having experience in these surveys, but the consultant was not selected due to lack of other qualifications. Attempts to add these surveys to the selected consultant's scope of work prolonged contract negotiations with the selected consultant. An additional consultant selection process was undertaken from a list of consultants recommended by the USFS for the additional surveys. The fall surveys are complete, but the spring surveys are in process and depend on weather conditions. The consultant expects it will take until the end of June to have a final report. The report must be reviewed and approved by USFS, which could take up to 6 months, depending on staff availability at USFS during the fire season. The NEPA process cannot conclude, and right of way acquisition cannot begin until the protocol surveys are accepted by the USFS. The consultant also discovered a state-listed snail during the fall surveys, and this will require consultation with the CA Dept. of Fish and Game, if impacted by the project. This was also not anticipated.		
6	Trinity County Trinity	\$0 \$0	18
	PPNO: 2068	\$0	12/30/2002
	Bridge Replacement County Bridge 5C-183 in Hayfork on Bridge Street	\$240 \$240	Support – meets CTC Guidelines
	This project was programmed in the 1998 STIP as Bridge Rehabilitation project since the bridge was then rated as deficient, and listed for rehabilitation. Trinity County requested Caltrans to approve the project for Bridge replacement since they were sure that the Hayfork Creek Bridge would qualify in the HBRR program for replacement. Caltrans required that a feasibility study be completed to evaluate rehabilitation versus replacement of the bridge. The study concluded that the bridge replacement is justified. Selecting a consultant and completing the study took a year. After the feasibility study showed replacement was needed, the HBRR project entry changed from rehabilitation to replacement. The County has selected a consultant for engineering studies, permits, and preliminary design. The County received their federal authorization to proceed on March 12, 2001. The amount of environmental work needed for replacement is much greater than for rehabilitation. Environmental studies will include floodplain, water quality, biology, hazardous materials, and wetlands. These studies and design for a new bridge require an additional six months in the PE phase.		

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	Reason for Project Delay:		
7	Butte County Butte	\$0 \$0 \$0	20 2/28/2003
	PPNO: 1L44 Aguas Frias Road Bridge Replacement at Butte Creek	\$1,150 \$1,150	Support – meets CTC Guidelines
	<p>Environmental delay. While CEQA is complete, NEPA review and species consultation has extended far beyond what was originally anticipated. The County has hired an additional consultant to accomplish species coordination. It is realistic to expect now that NEPA could extend into December of this year. Right of way acquisition involves several properties. Acquisition and certification is estimated to be complete by September 2002. The original time was estimated at 4 months, but based on recent experience was revised to an estimate of 9 months. With right of way estimated to be finalized in September 2002, project PS&E can be completed by November 2002, with project advertisement to occur by February 2003. Because this project has a substantial construction component that the County can not absorb, they request the maximum extension of 20 months. The County estimates that it can advertise the project by mid- to late-February, receive bids in April, execute an agreement with a contractor in May and begin construction in June of 2003.</p>		
8	City of Oroville Butte	\$0 \$0 \$0	12 6/30/2002
	PPNO: 1L45 Table Mtn. Blvd. Widening Improvements Grand Ave. to Upper Thermalito Bridge	\$885 \$885	Support – meets CTC Guidelines
	<p>Environmental delay. The City has encountered difficulties and unavoidable delays in completing the environmental documentation. Most recently, City staff had to redesign portions of the project in order to address traffic safety concerns, ensure consistency with the current City Standards/General Plan Guidelines, and to eliminate unnecessary and potentially controversial right of way acquisition. The City recently contracted with a consultant for environmental services and NEPA documentation. An amendment to the CEQA document will be processed to reflect project design changes. The City anticipates R/W acquisition can be completed by January 2002. However, the City has also been working closely with Pacific Bell and PG&E to complete engineering design and schedule construction work for the Rule 20A Underground Utility District located along this section of Table Mountain Boulevard. Underground work was postponed by the utility companies a couple of times over the last few years. In September 2000, Pacific Bell informed the City that design work would be complete by Spring with construction starting summer 2001. In December 2000, the City was informed that PG&E was taking over design. They revised the schedule for completing design to Fall 2001 with construction beginning in Spring 2002. However, the City received a subsequent letter stating all Rule 20A projects are indefinitely on hold due to power crisis financial problems. The City is committed to completing these improvements with or without the Rule 20A underground utility work. The current schedule is to begin roadway construction before July 2002. They are still hopeful Pacific Bell and PG&E will be able to underground existing overhead utilities in conjunction with the roadway improvements as originally outlined in the PSR.</p>		

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	PPNO Project Description	E&P PS&E R/W CON TOTAL	Extended Deadline CT Recommendation
	Reason for Project Delay:		
9	Solano Trans. Authority Solano	\$0 \$250 \$100 \$1,750 \$2,100	20 2/28/2003 Support – meets CTC Guidelines
	<p>Three unanticipated events combined to result in delays that necessitated this request. First, in September 2000 the FHWA decided not to process a separate NEPA document for the Walters Road Project. Walters Road is a gap closure project at the segment in the southernmost portion of the corridor. Subsequent to a September 1999 field review meeting with FHWA and Caltrans, Solano Transportation Authority (STA) had been proceeding with separate NEPA studies that were submitted to Caltrans in the summer of 2000. However, the FHWA reversed their original position and decided to require that the Walters Road project be folded into the Jepson Parkway EIS/R. Second, there was public controversy that led to the preparation and adoption (in April 2000) of a Concept Plan. In the summer of 1999, public hearings caused significant concerns that led to an extensive community process resulting in the Jepson Parkway Concept Plan. The document was approved unanimously by the STA Board with support from those residents who previously opposed the project. The STA subsequently issued a notice to proceed and held a public hearing to initiate work on the EIS/R in August 2000. Lastly, at the time the NOP was issued, FHWA asked the STA to participate in the NEPA/404 Integration Process. This process requires that STA seek formal written concurrences from several state and federal regulatory agencies on the project purpose & need, screening criteria, alternatives to be studied, and the preferred alternative. The objective is to reduce difficulties associated with obtaining permits after the NEPA record of decision (ROD) is signed by involving permitting agencies in all stages of the NEPA process. This is not applied to all projects. The STA, working with Caltrans and FHWA, initiated concurrence meetings in October 2000 and received concurrence on the project purpose & need in March 2001. It is anticipated that this formal concurrence process, which has already delayed the initiation work on technical studies by seven months, will eventually add approximately 12 more months to the NEPA process than were expected.</p>		
10	City of Arroyo Grande San Luis Obispo	\$0 \$0 \$0 \$140 \$140	12 6/20/2002 Neutral - doesn't specifically meet CTC guidelines
	<p>This project was programmed by the RTPA in a fiscal year different from that requested by the City of Arroyo Grande. The City requested funds for this project as part of the 1998 STIP. SLOCOG approved the request in the amount of \$125,000, which left the project underfunded. In an effort to fully fund the project, the City requested an additional \$140,000 of funds from SLOCOG as part of the 2000 STIP. SLOCOG approved the request and programmed it in the current fiscal year. The City requested the project be programmed in FY 2001/2002 at the earliest as the project was programmed in December 2000, which was already half way through the fiscal year. Phase II is currently in construction as is experiencing a delayed construction completion date due to inclement weather conditions. This project is being developed as a cooperative effort between several community groups. Because of these interactions, the City is striving to complete an entire phase before beginning a new phase. It is estimated that Phase II will be completed in Summer 2001. When the City requested the funds from the 2000 STIP, it was anticipated that design of Phase III would begin in Winter 2001 with the project being bid and constructed in the dry months of Summer/Fall 2002. However, since that time, the City has experienced the loss of several staff and has been unable to fill the vacant positions. For these reasons, the City is requesting a 12-month extension.</p>		

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		E&P		Extended Deadline
	PPNO Project Description	PS&E R/W CON TOTAL		CT Recommendation
	Reason for Project Delay:			
11	City of Oakdale Stanislaus	\$0 \$0 \$0		12 6/30/2002
	PPNO: 9877 South Yosemite Rehab Project	\$180 \$180		Support
	The reason for this request is to coordinate this rehab project with two intersection improvement projects, which are being considered by the City's Traffic Commission. This request is due to an independent traffic/safety study and possible re-design of the "G" Street and Yosemite Avenue and the "J" Street and Yosemite Avenue intersections. It is also to consider a design impact option if Highway 108 would be realigned to South Yosemite Avenue in the future. Combining these projects will allow the City to save money and cause less inconvenience to motorists. The traffic and safety study for the intersections may trigger design changes for the rehab project.			
12	Tulare County Tulare	\$0 \$3,802 \$216		20 2/28/2003
	PPNO: 6L11 Goshen Avenue to El Monte Way	\$0 \$4,018		Support – meets CTC Guidelines
	Environmental delay. This project has experienced delays in the environmental review process. There were unanticipated alignment changes due to public input. There was longer than expected review of the technical studies because the project is located in the jurisdictions of both the Cities of Visalia and Dinuba in addition to Tulare County and Caltrans. And the FHWA position to delay the review of the Administrative Draft EA/EIR as well as all 11 technical studies until the receipt of the State Historic Preservations Office's concurrence letter on the cultural resource documents. One of the studies, the Natural Environment Study (NES), is critical for FHWA to review because FHWA would then request concurrence from the USFWS on the Biological Assessment, which is an appendix to the NES. USFWS review could take at least 5 months. The documents are being held until SHPO concurrence is received. The County did not indicate when this is expected to occur. The approval of the environmental document will occur after the SITP program year for PS&E. The programmed funds for PS&E cannot be allocated during the program year. The fact that PS&E phase of the project cannot begin until after the approval of the environmental documents requires a time extension of this phase. A reimbursement time extension is being requested concurrently for the E&P component.			
13	City of Vernon Los Angeles	\$0 \$1,000 \$4,900	\$0 \$200 \$7,163	12 months for PS&E and R/W 20 months for CON 6/31/02 for PS&E & R/W
	4300 I-710/Atlantic/Bandini Interchange Project	\$3,900 \$9,800	\$2,437 \$9,800	2/28/2003 for CON Support – meets CTC Guidelines
	Three issues caused delays to this project. First, the project site is located at the boundaries of two cities: Vernon and Bell. Since a large sum of Vernon funds were being expended, the City of Vernon preferred to annex the portion of property within Bell. The process began in June of 1997 and was not complete until June of 1999. Delays included a challenge by the City of Commerce. Second, the proposed improvements are to be constructed on property owned by the U.S. Postal Service (USPS). On July 19, 1999, following distribution of the "Notice of Preparation of an Environmental Impact Report," the USPS informed the City of facility expansion plans that would extend into the proposed project site. The City investigated feasible alternatives to accommodate and incorporate USPS expansion plans. On January 26, 2000, after negotiating a feasible alternative, the USPS agreed to sell the property. Third, further delays were experienced in the review period for the Draft Project Report and Draft Environmental Impact Report (DPR & DEIR). The first draft was submitted November 4, 1999. Comments were not received until May 3, 2000. The revised draft was resubmitted July 10, 2000. Following the resubmittal, new Caltrans staff was assigned to the project and this resulted in additional requirements late in the project consisting of bridge improvements and soil studies. The soil studies had not been identified in the initial review. The City received the Caltrans' review comments on October 10, 2001 and is expected to resubmit the third draft for review in March 2001. The City is requesting 12 months extension for allocation of PS&E and R/W and 20 months extension for allocation of Construction funds. The City is also requesting to shift costs prior to allocation. This project was originally programmed with \$1 million for PS&E, \$4.9 million for R/W, and \$3.9 million for CON.			

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14	Metropolitan Transportation Authority (originally City of Los Angeles) Los Angeles	\$0 \$34 \$0 \$0 \$34	6 12/31/2001 Support – meets CTC Guidelines
	PPNO: 2855 San Fernando Valley East-West Bike Path (originally Chandler Boulevard ROW Bikeway)		
	After this project was incorporated in the 2000 STIP, the MTA and City of Los Angeles determined that this project should be combined with the San Fernando Valley Bus Rapid Transit Project utilizing the same right of way. The City advised MTA of their intent to relinquish the funds by a letter dated February 16, 2001. The relinquishment of funds by the City to MTA required a STIP amendment, now in process. It was not possible to accomplish the STIP amendment, STIP allocation for environmental, complete environmental clearance, and submit the request for design by the deadlines for 2000/2001. A request has been submitted for allocation of the environmental phase, with approval expected in May or June. MTA anticipates that environmental documentation will be certified and an allocation request for design will be submitted to Caltrans within six months. The Bus Rapid Transit project is on a fast track and is in preliminary design as the EIR/EIS is being finalized. The STIP funding will be applied toward the final design (as part of a design-build). A design/build contract is scheduled to be awarded sometime during the beginning of the next calendar year. Funding for this project includes STIP, TEA, TEA 21 High Priority.		
15	Merced County Merced	\$0 \$0 \$0 \$1,273 \$1,273	20 2/28/2003 Support an extended date of 9/30/02 (15 months) – meets CTC Guidelines
	This project was originally identified in October 1998 and the roads have deteriorated much faster than anticipated, causing the rehab work to be more extensive than originally funded. The design has determined a simple overlay will not extend the useful life ten years and the existing surface should be pulverized, more base material added, and then the roadway resurfaced. There are sufficient RSTP and local matching funds available to finance the additional work and the County is working with the RTPA to amend the FTIP moving RSTP funds to this project. CEQA is completed. However, the RSTP funds will federalize the project, requiring NEPA consideration and more time to complete environmental documents and reviews. The estimated NEPA completion date is 4/30/02 and the estimated advertisement date for construction is 8/15/02.		
16	Tehema County Tehema	\$0 \$30 \$22 \$0 \$52	20 2/28/2003 Support – meets CTC Guidelines
	PPNO: 2162 McCoy Road, Phase III		
	Environmental delay. The original intent of this project was the rehab of the existing alignment with minor adjustments in roadway geometry. Consultation with agencies such as U.S. Fish and Wildlife Service, State Fish and Game, FEMA, etc., led to the consideration of alignments to be reconstructed outside of the existing roadway. This may change the work from rehab to constructing portions of alignments outside of the existing roadway prism. The additional work required to fulfill the environmental documentation and engineering requires mapping, aerial survey, biological, archaeological, and historical surveys not originally planned. A request to reprogram the construction portion from FY 2001/02 to 2003/04 was submitted to the CTC in March to be voted at the May 2001 meeting. The county is requesting this extension of the PS&E and R/W portions in order to complete the environmental process.		